



ENVIRONMENTAL
IMPACT STATEMENT

Purpose and Need

Draft Environmental Impact Statement | 1.2

The Mountain View Corridor (MVC) Environmental Impact Statement (EIS) process began with gathering comments from stakeholders to identify concerns, relevant issues, and potential transportation solutions for west Salt Lake County and northwest Utah County. These comments helped define the purpose of and need for the project, in accordance with the National Environmental Policy Act (NEPA).

Need for the Project

Tremendous growth is projected along the MVC over the next 30 years, including a 167% increase in population, a 298% increase in employment, and a 223% increase in households. This growth will cause significant delay on many of the major north-south and east-west roads in the project area. It will also create new demands for public transportation or transit service.

The existing roadway network in the MVC consists of arterial streets that are not intended to accommodate a high volume of long-distance through trips and freight movements. The existing transit network consists primarily of local and express bus service. These conditions have resulted in the following problems: 1) Lack of adequate north-south transportation capacity in western Salt Lake County, 2) Lack of adequate transportation capacity in northwest Utah County, 3) Increased travel time and lost productivity, 4) Lack of transit availability, 5) Reduced roadway safety due to increased roadway congestion, and 6) Lack of continuous pedestrian and bicycle facilities.

Purpose of the Project

Primary purposes of the MVC project include: 1) Improve regional mobility by reducing roadway congestion, and 2) Improve regional mobility by supporting increased transit availability. These purposes were used to develop potential transportation solutions, or alternatives, and to eliminate alternatives that were not reasonable. Secondary purposes were used to further refine alternatives and include: 1) Support local city growth objectives, 2) Increase roadway safety, and 3) Support increased bicycle and pedestrian options.

The Solution

Based on detailed study of existing conditions and future projections, highway, transit, and trail improvements are needed in the MVC study area to create a complete transportation solution and to meet the project purpose and need. After extensive study, the project team narrowed the list of viable transportation solutions to two roadway alternatives in Salt Lake County that will be matched with one of two transit options. Three roadway alternatives are being considered in Utah County. Each alternative accommodates all existing and planned trail crossings and incorporates trails along portions of the roadway system.

Please see Chapter 1 of the Draft EIS for more detailed information.

FAQs

How does traffic congestion impact safety?

The local road network in the study area was primarily designed for local traffic. The numerous intersections and business and residential driveways on the principal arterials increase congestion and have resulted in accident rates above expected statewide averages.

How many people in the MVC use public transportation?

The percentage of all work trips using transit is currently 1.4% for Utah County and 3.6% for Salt Lake County. Although the percentage of current transit use is low, increased population and roadway congestion in the future will result in an increasing need to provide transit choices within the study area.

Public Hearings

Wednesday, November 14
Hunter High School
West Valley City: 4 - 8 p.m.

Thursday, November 15
Willow Creek Middle School
Lehi: 4 - 8 p.m.

Saturday, November 17
Copper Hills High School
West Jordan: 2 - 6 p.m.

CLICK. READ. COMMENT. ►►

Comment Period

Oct. 17 - Jan. 24, 2008

Mail

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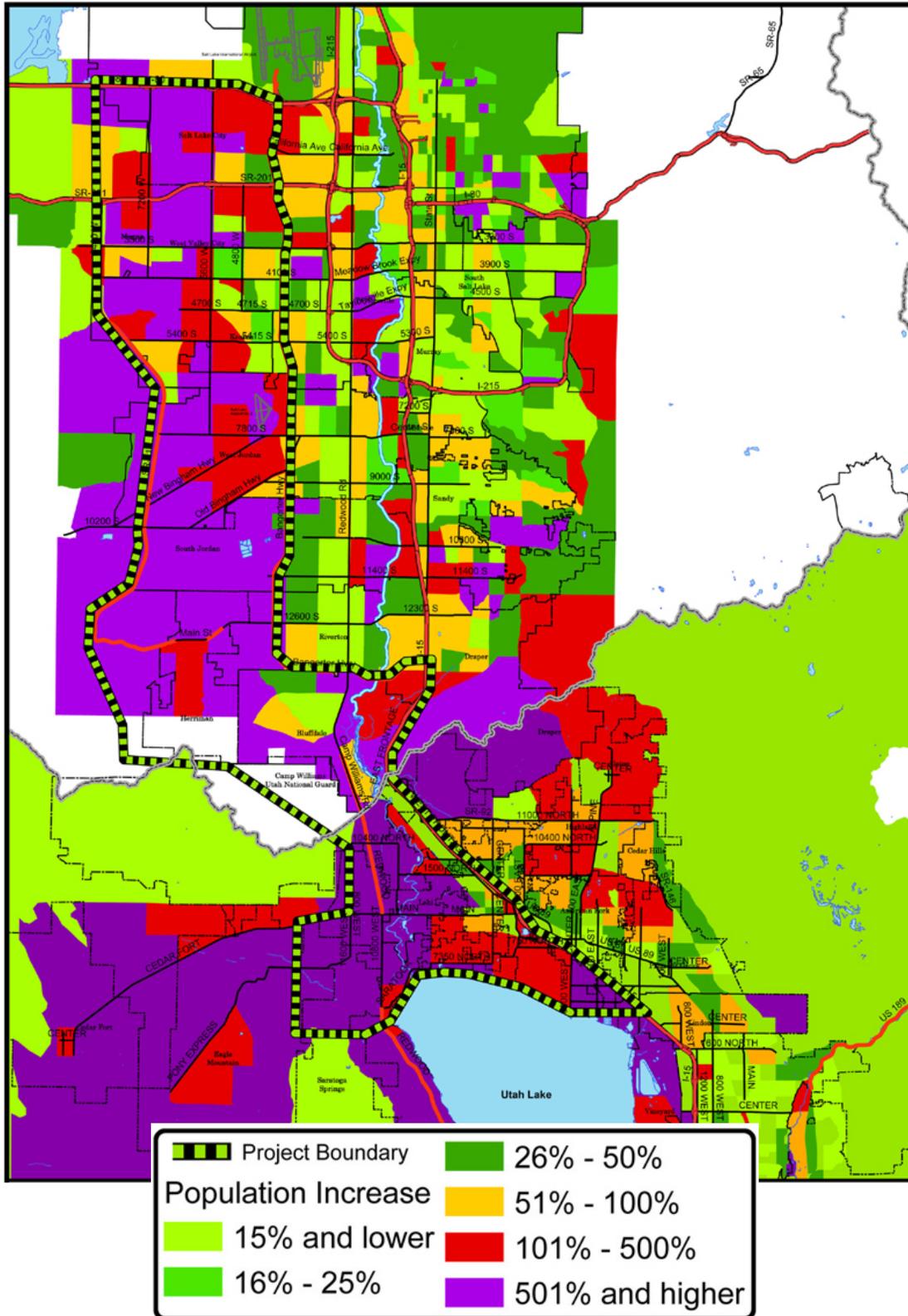
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Phone

1.800.596.2556

11/01/2007

2030 Population Projections



Please see Chapter 1 of the Draft EIS for more detailed information.

CLICK. READ. COMMENT. >>>

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